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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. In January 1948, USIA ordered a series of AC and DC-driven motors and dynamos from Brown-Boveri (Ost), and six high speed gearboxes, capable of 9/12,000 revolutions a minute, from J.M. Voith.
2. The target date for completion was 1 May, 1949; the project was given top priority in both Brown-Boveri and Voith. Because of the inability of Boehler and Schoeller-Blochmann to deliver cast iron sheets for the stator and bearing plates, the time limit was extended to 1 July, 1949. Two sets of motors and dynamos and six gearboxes have now been completed.
3. Originally, USIA stated that a machine would be flown from Moscow to the Brown-Boveri works in Vienna to be tested by this apparatus; the machine was referred to as a high-speed engine. The Russians have now requested that the apparatus be tested on its own; if proved successful, the tests on the unknown machine would then be carried out in Russia.
4. The method of operation of the testing apparatus is as follows:
 - a) An AEG asynchronous motor, worked off AC mains current, will drive the Brown Boveri dynamo GN 166a; this will produce DC current at varying strengths and will be controlled by an attached field exciter.
 - b) The DC current will drive a DC motor (GQ 186), the speed of which is in turn controlled by another field exciter.
 - c) The GQ 186 motor will drive the gearbox at speeds between 9,000 and 12,000 r.p.m.; this gearbox will be attached mechanically to the engine under test.
 - d) The AEG motor, dynamo GN 166a and field exciter are mounted on one baseplate, the DC motor (GQ 186), second field exciter and gearbox on another.
 - e)
 - 1) The AEG is a 4-pole motor.
 - 2) The dynamo GN 166a has the following specifications:

90 kw.

460 volts.

196 amps.

1260 rpm.
 - 3) The DC motor (GQ 186) has the following specifications:

440 volts.

141 amps.

500 rpm.

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

[illegible]

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 NO CHANGE in Class. ☐
☐ DECLASSIFIED
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